

25X1A

24 April 1963

To: Dr. Scoville

Subject: Modification of U-2 Aircraft for Carrier Use

Dear Peter:

I have given John the information below verbally, but I think it is in order to sum up the various alternative quotations on converting from one to three U-2 aircraft for carrier operation.

It is apparent that there are enough carriers available with large elevators to make it unnecessary for us to consider the major change involved in providing removable wing tips, outboard of the pogos. We would now propose a program whereby, during the period the aircraft are being modified for J75 engines (and during which time they will be given IRAN), we would strengthen up the landing gear and its attachments, provide a tail hook, cable deflectors on the gear, and a tail damp system. This latter change is desirable in order to get back on a carrier, in case of aborting a mission shortly after take-off. I would propose that we plan on both take-off and landing from an angle deck carrier.

Original quote, which included removable wing tips, was estimated roughly to be [redacted] for one aircraft, [redacted] for two, and [redacted] for three. This included a moderate amount of flight testing at Inyokern, Calif. on a simulated aircraft deck, and one week's operation flight testing on and off a carrier.

The revised program, described above, can now be done at [redacted] for modification of one aircraft, [redacted] for two, and [redacted] for three. These prices indicate the great savings which would result if the modification is done during conversion and IRANing of a J57 aircraft into a J75 type. These costs are above and beyond those which we furnished you for the engine modification and IRANing, and reflect only the carrier addition and test.

Should you decide to proceed with this program, we would want the minimum possible warning, in order to provide the engineering so that the time span of the conversion would not be greater than that in-

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volved in installing the J75 engine. There would, however, be some additional time required for flight testing, probably about a month over-all beyond the normal shakedown flights.

Sincerely,

CLJ:eb